



Transportation District 1
August 2002
Volume 1, Number 3

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Contact information

If you have any questions or concerns about this project, leave a message on the US 12 construction line at 608 246-3806.

Messages will be checked regularly and a WisDOT project team member will get back to you.

US 12—Sauk City to Middleton (County KP to WIS 19 west and Wisconsin River bridge) **Construction highlights**

County KP to WIS 19 west **Construction highlights**

Construction on the 4.6-mile County KP to WIS 19 west segment is in full swing with up to 14,000 cubic yards of dirt being moved on an average day (that's a football field with 8 feet of fill), about 20 huge machines in constant motion, and nearly two dozen workers pulling it all together.

One of the most striking changes is happening at Springfield hill near Ballweg Road where the new four-lane highway shifts away from existing US 12 and the hill is being lowered by about 35 feet.



The climbing lanes on US 12 through the Springfield hill area have been closed for driver safety during construction. The large number of slow moving gravel trucks going to and from the Matz Road quarry are using the climbing lanes to minimize conflicts with other traffic.



A newsletter published by the Wisconsin Department of Transportation to keep citizens informed.



Scraper and push cat

In the hilly terrain along US 12, structures for handling stormwater runoff and erosion control are important construction features. This freshly poured 11-foot high by 15-foot wide impact stilling basin near Breunig Road will catch runoff from the adjacent hills, slow the water velocity, and allow it to spill into the road ditch where more erosion control is provided with stone ditch checks.

A single giant scraper like this one can quickly gobble up and haul about 20 cubic yards of dirt in one pass, particularly with a boost from the strong “push cat”. In one week’s time at the end of July, the cut at Springfield hill was already at 30 feet.



Impact stilling basin

WisDOT’s agency partners also participate in the US 12 construction phase. DNR visits the site about once a week to review how the erosion control plan is working and the State Historical Society recently finished excavating a Civil War era post office and dwelling site that was discovered near Breunig Road in the project’s planning phase.



Alden’s Corners post office site

Smaller than an average living room, the construction field office at Matz Road is the vital command center for turning paper plans into the real thing. Engineers at the field office give new meaning to “multi-tasking” as they check plan details, talk to field crews and property owners, make diary entries, review and record material quantities, make inspection trips, and gather everything from concrete and steel to stones and sand for quality control testing.

The site was part of the Alden’s Corners community that occupied the area for a short time from about 1860 to 1879. Recovered artifacts include ceramics, glass, old nails, plates, spoons, and other materials that provide a glimpse into life in the old community.



Construction field office

Wisconsin River Bridge Construction highlights

At Sauk City, construction of the underwater components of the new 900-foot, 7-span bridge over the Wisconsin River is well underway. The six new piers that will line up with the old piers on the north side of the existing bridge are in various stages of construction.



Enclosures called cofferdams made of interlocking steel sheet piling, provide a way to dewater the pier construction areas and protect water quality. The turbidity barrier next to the cofferdam is a floating curtain suspended in the water. Excavated riverbed material from inside the cofferdam is placed inside the turbidity barrier to further protect water quality.



A temporary rock and sand causeway extends from each shoreline to provide access to the first two piers closest to shore and a barge provides access to the remaining two piers in the middle of the river.



The steel pilings that support the pier's seal, footing, shaft, and finally the bridge deck are being driven to a depth of about 85 feet. Pilings that anchor the bridge abutments are at a depth of 105-115 feet. The total time to build an entire pier unit including the cofferdam, steel piling, seal, footing, shaft, and pier cap takes about 6-8 weeks.

Boat ramps on each end of the bridge are being kept open and boats are allowed to pass under the bridge during construction. The boat channel in the middle of the river is marked with buoys and lights have been hung from the existing bridge and at other locations to enhance safety. In addition, safe boating flyers have been posted at area boat ramps.